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## GROWTH-RELATED IMPACTS TECHNICAL MEMORANDUM

**DATE:** July 10, 2012

**TO:** Kelso Vidal, Environmental Planner  
Caltrans- District 5  
50 Higuera Street  
San Luis Obispo, CA 93401

**FROM:** Laurel Frakes, LSA Associates, Inc.

**SUBJECT:** SR-68/Corral de Tierra Intersection Improvement Project Growth-Related Impacts  
Technical Memorandum

The California Department of Transportation (Caltrans) requires that a determination on whether a project has growth-related impacts be made for all proposed transportation projects. This determination can be made using the First-cut Screening (refer to Caltrans Standard Environmental Reference [SER], Guidance for Preparers of Growth-related, Indirect Impact Analyses, Chapter 5). The First-cut Screening utilizes three initial questions to determine if growth-related impacts are or/are not reasonably foreseeable for a proposed project. If the outcome of the First-cut Screening is that growth-related impacts are not reasonably foreseeable for a proposed project then a growth-related impact analysis is not required. The results of the First-cut Screening completed for the State Route 68 (SR-68)/Corral de Tierra Intersection Improvement Project (proposed project) are documented below.

### FIRST-CUT SCREENING

The following questions were analyzed for the proposed project:

1. To what extent would travel times, travel cost, or accessibility to employment, shopping, or other destinations be changed? Would this change affect travel behavior, trip patterns, or the attractiveness of some areas to development over others?

Implementation of the proposed project would result in a nominal decrease in delay for through movements along SR-68 because less signal “green” time would need to be allocated to turning traffic onto Corral de Tierra Road; however, this decrease would not constitute a new or significantly improved access to residences or other destinations along SR-68 or Corral de Tierra Road. The nominal decrease in delay would not result in a significant change in travel speed, travel cost, or Level of Service along SR-68.

The project would also restrict left-turn movements both to and from the residential driveway located on the north side of SR-68 adjacent to the Cypress Community Church driveway. Restricting left-turn movements to and from the residential driveway would result in a nominal decrease in access to this residential driveway. The residential driveway provides access to five residences which accounts for only three or four vehicles during peak travel

hours along SR-68. Vehicles which would otherwise make the prohibited left-turn movements would instead make a U-turn at either the Corral de Tierra Road intersection or the San Benancio Road intersection to complete the desired access via a right-turn movement at the driveway. Access restrictions at the residential driveway would not affect access to the adjacent Cypress Community Church driveway.

Furthermore, the project area is surrounded by residential uses. The market at the north end of Corral de Tierra Road, the Corral de Tierra Country Club, and the Cypress Community Church provide only limited employment opportunities. The nearest industrial and commercial uses which would provide significant employment opportunities are located in the nearby cities of Salinas, Del Rey Oak, and Monterey. These nearby cities are approximately 7 to 11 miles from the project area; therefore, accessibility to employment and/or shopping and trip patterns would not be affected by the proposed project.

2. To what extent would change in accessibility affect growth or land use change- its location, rate, type, or amount?

The nominal change in accessibility to the residential driveway would not affect growth or land use changes within the project area. SR-68 provides access between the cities of Monterey and Salinas and provides access to Corral de Tierra Road and its associated neighborhoods. The nominal decrease in delay for through traffic along SR-68 would not encourage travelers who do not currently utilize SR-68 to do so. Furthermore, the proposed project would not add vehicular capacity to the roadway and therefore would not promote or facilitate land use changes within the project area.

3. To what extent would resources of concern be affected by this growth or land use change?

The proposed project would not affect growth or land use changes as discussed above; therefore, it would not affect resources of concern.

As noted in the discussion above, the proposed project would result in nominal impacts to accessibility which would not affect growth, land use, or resources of concern within the project area. The results of the First-cut Screening conclude that growth-related impacts are not reasonably foreseeable for the proposed project; therefore, a growth-related impact analysis is not required for the proposed project.